

## **FINDING OF NO SIGNIFICANT IMPACT**

**1.0 NAME OF ACTION:** Construction of facility for a wash rack office at Davis-Monthan Air Force Base (DMAFB), Arizona.

**2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES:** The 355 EMS, through a private construction contractor, will construct a new building to serve as an office for an existing wash rack facility at DMAFB. The facility will occupy 800 square feet. Under the preferred alternative, or Alternative Sites 1 or 2, construction would be on a vacant area.

**3.0 SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACTS:** Implementing the proposed action at the preferred location or either Alternative Sites 1 or 2 would have the following impacts on the local environment:

**3.1 Land Use.** The facility will cover 800 square feet of vacant lands.

**3.2 Air Quality.** The action will have a limited impact on air quality as construction equipment is used.

**3.3 Health and Safety.** The removal of personnel from the deteriorated existing wash rack office building will improve overall health and safety by providing more space for personnel to support aircraft use and maintenance. However, construction presents some risk of injuries.

**3.4 Geology and Soils.** The proposed action will cover areas now exposed soils or covered by scattered gravels.

**3.5 Water.** The proposed action will have no impact on groundwater or surface water resources.

**3.6 Solid Waste.** Construction will generate some solid waste from building materials, but these will be removed and deposited in landfills or recycled.

**3.7 Cultural Resources.** The proposed action will have no impact on cultural resources.

**3.8 Biological Resources.** The area of construction is covered by gravels or is simply exposed soils so no impacts to biological resources are anticipated.

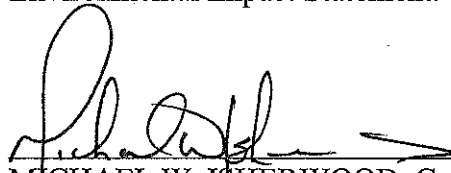
**3.9 Social, Economic, and Quality of Life.** The facility, painted in "earth tone" colors matching surroundings, will improve maintenance and support of the 355 EMS at DMAFB. Some additional personnel will be briefly employed during construction but this number is small enough that no additional demand for housing, schools, or support services would occur.

## **4.0 CONCLUSION:**

Based on the findings of the "Environmental Assessment for Construction of a Wash Rack Office Facility for 355 EMS, Davis-Monthan Air Force Base, Arizona" (2004), and adherence to

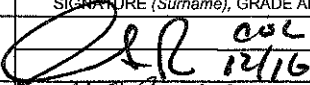



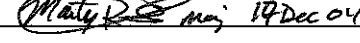
Report Documentation Page				Form Approved OMB No. 0704-0188	
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1. REPORT DATE <b>01 DEC 2004</b>		2. REPORT TYPE		3. DATES COVERED <b>00-00-2004 to 00-00-2004</b>	
4. TITLE AND SUBTITLE <b>Environmental Assessment for Construction of Wash Rack Office for 355 EMS/MXMG, Davis-Monthan AFB</b>				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) <b>355th Civil Engineer Squadron (CES/CEVA),710 Third Street,Davis-Monthan AFB,AZ,85707</b>				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
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14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT <b>Same as Report (SAR)</b>	18. NUMBER OF PAGES <b>25</b>	19a. NAME OF RESPONSIBLE PERSON
a. REPORT <b>unclassified</b>	b. ABSTRACT <b>unclassified</b>	c. THIS PAGE <b>unclassified</b>			

standard operating procedures with regard to site preparation and construction, operation, and maintenance, no significant impacts are expected from the proposed action. No negative cumulative impacts are identified with this project as associated with any other nearby activities. An issuance of a Finding of No Significant Impact is thus warranted. This action does not constitute a major federal action of significant magnitude to warrant preparation of an Environmental Impact Statement.

  
\_\_\_\_\_  
MICHAEL W. ISHERWOOD, Colonel, USAF  
Vice Commander, 355th Wing

28 Dec 04  
Date

# STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	355 MSG/CC	Coord	 COL 12/16	6	355 WG/CV	Sign	 Col USAF 28 Dec
2	355 WG/JA	Coord	 17 Dec 04	7			
3	355 WG/CCA	Process		8			
4	355 WG/CCE	Coord	 Capt 17 Dec 04	9			
5	355 WG/CS	Coord	 Maj 17 Dec 04	10			

SURNAME OF ACTION OFFICER AND GRADE

SYMBOL

PHONE

TYPIST'S INITIALS

SUSPENSE DATE

C.W. Miller, GS-11

355 CES/CEVA

8-4035

cwm

SUBJECT

Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) documents for construction of a wash rack office for the 355 EMS/MXMG at Davis-Monthan AFB (DMAFB)

DATE

DEC 15 2004

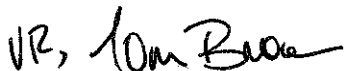
SUMMARY

1. PURPOSE: To obtain 355 WG/CV signature on the EA and FONSI documents on a proposed facility to serve as a wash rack office for the 355 EMS/MXMG at DMAFB.

2. BACKGROUND: The existing facility used by the 355 EMS/MXMG has become deteriorated and is in a location that will conflict with placement of new sun shades for aircraft. A new facility of 800 square feet is proposed to replace the obsolete facility. The site is now approved by the community planner.

3. DISCUSSION: The National Environmental Policy Act of 1969 requires preparation of an EA for each project (Tab 2). A FONSI document is also included for the project (Tab 1). The FONSI document summarizes the EA document and states that the project is too small to constitute a "major federal action resulting in significant impacts to the environment," and therefore does not require preparation of an Environmental Impact Statement (EIS).

4. RECOMMENDATION: 355 WG/CV sign the FONSI document at Tab 1.



THOMAS P. BROWN, Lt Col, USAF  
Commander, 355 CES  
909-8670

2 Tabs

1. FONSI on facility for the 355 EMS
2. EA on facility for the 355 EMS

ENVIRONMENTAL ASSESSMENT  
FOR  
CONSTRUCTION OF WASH RACK OFFICE FOR  
355 EMS/MXMG,  
DAVIS-MONTHAN AFB

1 December 2004  
C.W. Miller, Ph.D.

## SUMMARY OF CONTENTS BY SECTION

1.0 Outlines the purpose and need for the action and the process used to identify relevant environmental issues.

2.0 Provides a description of the proposed action and alternatives identified as well as provides a comparative summary table regarding the effects of each alternative on the environment.

3.0 Describes the affected environment under baseline conditions, providing a basis for analyzing the impacts of alternatives.

4.0 Discusses the results of the environmental analysis (summary in section 2.2 derives from this).

Appendix A includes maps of the general locale of the project within Davis-Monthan Air Force Base (DMAFB) and more detailed maps of the particular project, including the preferred and alternative locations.

Appendix B includes project approval and coordination for undertaking the project and other items of importance for coordination of the effort among various entities.

## ENVIRONMENTAL ASSESSMENT

### 1.0 PURPOSE OF AND NEED FOR ACTION

The National Environmental Policy Act of 1969 (NEPA) requires preparation of an Environmental Assessment (EA) by the responsible federal agency for certain projects. The Council of Economic Quality (CEQ) mandates details of the preparation of this EA. The project under consideration is of sufficient magnitude to require an EA. The 355th Equipment Maintenance Squadron (355 EMS) proposes construction of a new facility to serve as an office for operations at an existing wash rack. The new facility will replace a seriously deteriorated facility and eliminate space overlap with new "sun shades" to be installed for protection of aircraft in the wash rack area. The facility will occupy approximately 800 square feet as a building of dimensions 20 feet by 40 feet adjacent to the northwest side of existing Bldg 5418. The 355 WG/PA will announce the availability of the EA for public review, probably with an item in *The Desert Airman* and possibly other sources.

### 1.1 PURPOSE AND NEED

The 355 EMS maintains many types of equipment. Utilization of a wash rack for aircraft cleaning is part of the mission. The existing wash rack office facility will conflict with new "sun shades" to be installed for protection of aircraft awaiting service. Further, some safety hazard from the deteriorated nature of the old facility to be replaced as well as unsightliness have been officially noted relating to the present location.

### 1.2 DECISIONS TO BE MADE

The Chairman of the Environmental Protection Committee, DMAFB, will make a decision based on review of this EA. The decision will be to issue a Finding of No Significant Impact (FONSI) or to require preparation of an Environmental Impact Statement (EIS) prior to approval of this project, or to disapprove the project.

The preferred location for the new facility is identified on the map in Appendix A which will occupy a vacant space of 20 feet by 40 feet (800 square feet) adjacent to the northwest side of existing Bldg 5418 near the south end of First St. at DMAFB. The preferred alternative is identified as the most functional location for the activities to be accomplished. However, two other Alternatives are also shown. Alternative Site 1, also near Bldg 5418, would be a vacant site of the same dimensions as the preferred alternative but approximately 20 feet southeast of that facility. Alternative Site 2 would be in a vacant area of the same dimensions but approximately 250 feet northwest of existing Bldg 5418. At both Alternative Sites 1 and 2, a building of the same dimensions as the preferred alternative would be installed. Finally, a "no action" alternative will be considered. A final executive decision will ultimately be made selecting one of these for actual construction of the

proposed project; the designation of a preferred location represents a tentative decision that is already on record. However, a final decision between the preferred alternative, Alternative 1, Alternative 2, or the “No Action” alternative will be made at DMAFB.

### 1.3 LOCATION OF PROPOSED ACTION

The preferred location for the new facility is identified on the map in Appendix A which will occupy a vacant space of 20 feet by 40 feet (800 square feet) adjacent to the northwest side of existing Bldg 5418 near the south end of First St. at DMAFB. However, two other Alternatives are also shown. Alternative Site 1, also near Bldg 5418, is a vacant site of the same dimensions as the preferred alternative but approximately 20 feet southeast of that facility. Alternative Site 2 is in a vacant area of the same dimensions but approximately 250 feet northwest of existing Bldg 5418. At both Alternative Sites 1 and 2, a building of the same dimensions as the preferred alternative would be installed. The preferred alternative and Alternatives 1 and 2 are near the flight line with various support facilities including Bldgs 5251 and 5430, and other aircraft maintenance facilities nearby.

### 1.4 SCOPING AND ENVIRONMENTAL ISSUES

#### 1.4.1 SCOPING PROCESS

An environmental issue is defined as the effect of an unresolved conflict for physical, biological, social, or economic resources. An interdisciplinary team identified a range of environmental issues potentially relevant to the decision to be made. The team examined these issues and eliminated the non-relevant items from detailed study while analyzing all relevant environmental issues in detail for potential environmental impacts.

#### 1.4.2 RELEVANT ENVIRONMENTAL ISSUES

The team identified the following issues to be applicable to this particular project: air quality, land use, soils, health and safety, solid waste, and quality of life (including visual and noise).

#### 1.4.3 NON-RELEVANT ENVIRONMENTAL ISSUES

The team considered other environmental issues, but determined that they were associated with factors having limited or no impact in this particular case.

The planned construction will have no effect on geology.

No Environmental Restoration Program (ERP) sites are in the area.



No biological resources are present at the preferred alternative or Alternative 1 or 2 since the areas are all covered with gravel.

The planned construction will have no impact on water quality since the proposed activities have little or no potential for disturbance in areas related to surface water drainage or recharge of groundwater aquifers.

No prehistoric sites are known in the area. No buildings or other sites of historic significance more than 50 years old (hence eligible for the National Register of Historic Places), are present in any of the Alternative areas.

## 1.5 PERMITS, LICENSES, AND ENTITLEMENTS

A Pima County Air Quality Permit is required for ground disturbances during construction.

## 2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION AND NO ACTION

### 2.1 PREFERRED ACTION

Under the preferred alternative, a new facility of approximately 20 feet by 40 feet (800 square feet) would be constructed. The project would provide workspace and improve efficiency of aircraft support and maintenance by improving aircraft washing. The site is currently unoccupied but gravel covered.

#### 2.1.2 NO ACTION

Under the No Action alternative, the 355 EMS would not construct the new wash rack office facility. Without the new facility, washing would be severely impaired because the existing facility would no longer be usable after installation of new “sun shades.”

#### 2.1.3 DESCRIPTION OF ALTERNATIVES

Alternative Site 1, also near Bldg 5418, would be a vacant site of the same dimensions as the preferred alternative but approximately 20 feet southeast of that facility. Alternative Site 2 would be in a vacant area of the same dimensions but approximately 250 feet northwest of existing Building 5418. At both Alternative Sites 1 and 2, a building of the same dimensions as the preferred alternative would be installed.

## 2.2 SUMMARY OF ENVIRONMENTAL IMPACTS

The following matrix summarizes effects of all the alternatives:

### Comparative Matrix

<b>Relevant Issues</b>	<b>No Action</b>	<b>Construction at preferred location or Alternative Site 1 or Alternative Site 2</b>
<b>Land Use</b>	No impact.	Under the preferred alternative or Alternatives 1 or 2, a facility of 800 square feet would be constructed. Spaces now vacant would be occupied under any of the Alternatives.
<b>Soils</b>	No impact.	Under any of the Alternatives, soils already exposed or simply covered by gravels would be covered by construction.
<b>Air Quality</b>	No impact.	Additional emissions during construction.
<b>Health and Safety</b>	No office facility at all would be available since the existing facility will no longer be usable after installation of sun shades for aircraft.	During construction at any of the alternatives, there is some minor increased possibility of an accident. When completed, the facility will aid personnel in completing tasks in a more spacious environment than the old facility.
<b>Solid Waste</b>	No impact.	Waste generated during construction would be removed to a landfill.
<b>Quality of Life</b>	No impact.	The brief addition of new personnel for construction at DMAFB would not be sufficient to require construction of new schools, housing, or other support facilities.

### 3.0 AFFECTED ENVIRONMENT

DMAFB occupies a portion of the Tucson Valley between the Tucson Mountains and the Rincon and Santa Catalina Mountains with several other ranges marking the more distant boundaries of the valley. These features are within an even larger geographic unit known as the Sonoran Desert which encompasses Southern Arizona and adjacent Northern Mexico, specifically in the Mexican State of Sonora, from which the name of the desert is taken. The designation of the region as a desert is based on climatological and biological factors. Rainfall here averages only 10 to 11 inches per year. Even so, it is sufficient to support a wide variety of hardy cactus and other forms of vegetation which are adapted to the climate. In fact, a number of species, including the Giant Saguaro Cactus, are unique to the Sonoran Desert. A number of animal species have also adapted to this environment in an ecology based on the unusual plant life and low water availability.

Physiographic and geologic characteristics place the locale in a larger region known as the Basin and Range Province which extends from west Texas through southern New Mexico, southern Arizona, adjacent Mexico, Nevada, western Utah, and part of southern California. The Basin and Range province is exactly what its name states: a series of mountain ranges of relatively small geographical extent, with basins between. The Tucson Valley is a typical basin between ranges.

### 3.1 LAND USE

The immediate sites of the proposed facilities and both alternative locations are in the northwestern portion of DMAFB in an area generally reserved for support functions for aircraft and activities directly associated with aircraft usage.

### 3.2 AIR QUALITY

Vehicles, aircraft, and other urban sources of pollution locally impact air quality at the preferred alternative location and Alternative Site 1 and Alternative Site 2.

### 3.3 HEALTH AND SAFETY

No particular hazards to health and safety are present in the areas of the preferred alternative or Alternative Sites 1 or 2.

### 3.4 GEOLOGY AND SOILS

Though the proposed action would have no impact on subsurface geology and resources, it has some potential impact on soils. DMAFB lies on a bajada, a generally flat or slightly rolling surface of confluent alluvial fans which constitute the piedmont slopes of the Tucson Basin. The proposed facilities (whether at the preferred alternative or Alternative Site 1 or 2) will be on Mohave soils. Such soils include a yellowish brown loam surface layer approximately three inches thick, though the surface layer can be a gravelly sandy loam. The subsurface is sandy loam also

approximately 3 inches thick. Subsoils are sandy clay loam and clay loam, present to a depth of 60 inches or more. In some places the soil is effervescent to the surface. Permeability of Mohave soils is moderately slow and runoff is also slow. Susceptibility to water and wind erosion is moderate. Available water capacity is high and the effective rooting depth is 60 inches or more. Soils at all of the Alternatives are primarily covered by scattered gravel.

### 3.5 SOLID WASTE

The sites are not associated with solid waste in any form.

### 3.6 BIOLOGICAL ENVIRONMENT

The areas of the preferred alternative and Alternative sites 1 and 2 are already covered with gravel.

### 3.7 SOCIAL, ECONOMIC, AND QUALITY OF LIFE

#### 3.7.1 BUILDING, EQUIPMENT, ETC.

The preferred location as well as Alternative Sites 1 and 2 have been essentially unoccupied since DMAFB was established, though disturbed by construction of nearby facilities.

#### 3.7.2 VISUAL

Nearby facilities to the preferred alternative and Alternative Sites 1 and 2 include flightline facilities, a firehouse, and Base Operations.

#### 3.7.3 NOISE

The preferred alternative and Alternative Sites 1 and 2 are all between the 65 and 70 LDN noise contours.

## 4.0 ENVIRONMENTAL IMPACTS

### 4.1 NO ACTION

No further impacts can be identified from the alternative of No Action since the preferred alternative and Alternative Sites 1 and 2 would remain in their present condition.

### 4.2 PROPOSED ACTION

#### 4.2.1 LAND USE

Development of the new facilities at the preferred alternative or Alternative Site 1 or 2 would cover approximately 800 square feet for the new facility near existing Bldg 5418. Construction at any of the sites would have no impact since those sites are vacant with exposed soils and only a scattering of gravel.

#### 4.2.2 AIR QUALITY

Some particulates and vehicle emissions would be generated during construction. If more than 300 feet of trenching is needed for utility connections or other purposes, a special permit will be required by Pima County. If monitoring procedures of dust raised show particulates have exceeded defined limits, suppression actions like watering will be employed. This impact would be the same at the preferred alternative or Alternative Sites 1 or 2.

#### 4.2.3 HEALTH AND SAFETY

Some possibility of an accident or other incident will be ongoing during construction and subsequent usage at any of the Alternatives, but no more than construction of any other project of this size. Noise levels would increase from construction but this would be of limited duration. Overall, availability of the new facility would improve health and safety by removing personnel from the deteriorated existing wash rack office facility.

#### 4.2.4 GEOLOGY AND SOILS

The proposed facility would have no impact on geology. Construction at the preferred alternative or Alternative Sites 1 or 2 would cover some soils which are now exposed or are minimally covered with gravel.

#### 4.2.5 SOLID WASTE

The preferred alternative and Alternatives 1 and 2 are not associated with solid waste. During construction and subsequent use, any additional waste will be removed as with any residential or business location.

#### 4.2.6 BIOLOGICAL ENVIRONMENT

No plants or animal habitats are identified in the area of the preferred alternative or Alternative Sites 1 or 2. Hence no impacts are identified either in the immediate area or to other resources outside the immediate construction locales.

#### 4.2.7 SOCIAL, ECONOMIC, AND QUALITY OF LIFE

At the preferred alternative or Alternative 1 or 2, the building will be consistent with other nearby buildings and will be painted in "earth tone" colors consistent with the surrounding native environment as well as existing buildings.

The temporary addition of construction personnel is not sufficient to require construction of new housing or school facilities regardless of selection of the preferred alternative or Alternative Sites 1 or 2. Existing housing facilities and schools will be sufficient for the inclusion of these personnel and their dependents.

## 5.0 CONCLUSION

A review of this document and coordination with the appropriate agencies indicate that the project as proposed would have no significant impacts upon the existing environment. No differences are evident between the preferred action and Alternatives 1 and 2 in environmental impacts; the only difference being the better logistical function of the project at the preferred location. Further, there have been no other projects in this locale which have required Environmental Assessments since NEPA was passed in 1970, though nearby facilities date from prior to that date. Thus the proposed project does not add to any cumulative negative impacts from other recent nearby activities, but will make an overall net positive contribution to protection of the environment by limiting access to the area. It is recommended that a Finding of No Significant Impact (FONSI) be signed.

Therefore, preparation of an Environmental Impact Statement (EIS) is not required.

APPENDIX A

MAPS

5420

5422 5418

5244

Alternate  
#1

7400



5422

5478

5420

5244

7-4000

Refined  
Proposed

Alternate  
Proposed  
# 2

5422

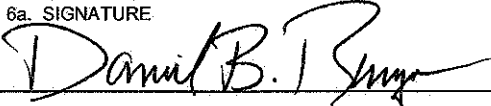
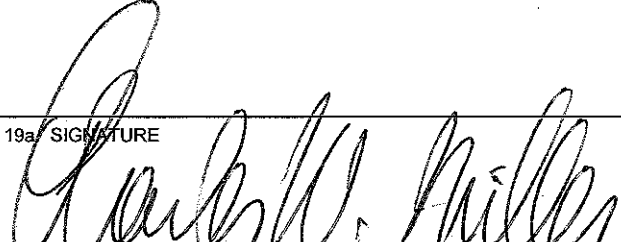
5478

5420

5244

APPENDIX B

DOCUMENTATION AND COORDINATION

REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS			Report Control Symbol RCS:	
INSTRUCTIONS: Section I to be completed by Proponent; Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).				
<b>SECTION I - PROPONENT INFORMATION</b>				
1. TO (Environmental Planning Function)  Dr. C.W. Miller	2. FROM (Proponent organization and functional address symbol) 355 Equipment Maintenance Squadron, Davis-Monthan AFB, AZ, 85707	2a. TELEPHONE NO.  228-3231		
3. TITLE OF PROPOSED ACTION Construction of a new Wash Rack Office				
4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date) Identify the best location for the new facility, with the least environmental impact.				
5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action.) See attached proposed action and alternative plans and maps.				
6. PROPONENT APPROVAL (Name and Grade)  Daniel B. Runyon, Major	6a. SIGNATURE 	6b. DATE  10 Nov 03		
<b>SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY:</b> (Check appropriate box and describe potential environmental effects including cumulative effects.) (+ = positive effect; 0 = no effect; - = adverse effect; U = unknown effect)				
7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE (Noise, accident potential, encroachment, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
8. AIR QUALITY (Emissions, attainment status, state implementation plan, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
9. WATER RESOURCES (Quality, quantity, source, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
10. SAFETY AND OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safety quantity-distance, bird/wildlife aircraft hazard, etc.)	<input checked="" type="checkbox"/> +	<input type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation, solid waste, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
12. BIOLOGICAL RESOURCES (Wetlands/floodplains, threatened or endangered species, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
13. CULTURAL RESOURCES (Native American burial sites, archaeological, historical, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
14. GEOLOGY AND SOILS (Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
16. OTHER (Potential impacts not addressed above.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
<b>SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION</b>				
17. <input type="checkbox"/> PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____ ; OR <input checked="" type="checkbox"/> PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.				
18. REMARKS  Construction will require an EA.				
19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade)  Charles W. Miller PhD GS-11	19a. SIGNATURE 		19b. DATE  10 Nov 2003	



**DEPARTMENT OF THE AIR FORCE**  
355TH EQUIPMENT MAINTENANCE SQUADRON (ACC)  
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA

10 Nov 2003

Construction of a New Wash Rack Office and Break room

Preferred Proposal

Due to the construction of the "Sun Shades" that will cover the aircraft parked on the wash rack we have to remove the wash rack office. The current office is showing severe signs of wear and the cost to repair it does not warrant the expense.

We propose that a new facility be constructed to house an office and break room building. The preferred location for this facility is on the fence line right behind bldg 5421. This will give us access to the wash rack by entering the new facility.

This facility will provide improved working environment for all mission requirements now and into the future.

A handwritten signature in cursive script, reading "Alan K. Campbell", is positioned above the typed name.

ALAN K. CAMPBELL, MSgt, USAF  
355 EMS Programs Flight Chief



**DEPARTMENT OF THE AIR FORCE**  
355TH EQUIPMENT MAINTENANCE SQUADRON (ACC)  
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA

10 Nov 2003

Construction of a New Wash Rack Office and Break room

Alternate Proposal # 1

Due to the construction of the "Sun Shades" that will cover the aircraft parked on the wash rack we have to remove the wash rack office. The current office is showing severe signs of wear and the cost to repair it does not warrant the expense.

We propose that a new facility be constructed to house an office and break room building. The #1 alternate location for this facility is on the fence line east of bldg 5421. This will give us access to the wash rack by entering the new facility.

This facility will provide improved working environment for all mission requirements now and into the future.

A handwritten signature in black ink, reading "Alan K. Campbell", is positioned above the typed name.

ALAN K. CAMPBELL, MSgt, USAF  
355 EMS Programs Flight Chief



**DEPARTMENT OF THE AIR FORCE**  
355TH EQUIPMENT MAINTENANCE SQUADRON (ACC)  
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA

10 Nov 2003

Construction of a New Wash Rack Office and Break room

Alternate Proposal # 2

Due to the construction of the "Sun Shades" that will cover the aircraft parked on the wash rack we have to remove the wash rack office. The current office is showing severe signs of wear and the cost to repair it does not warrant the expense.

We propose that a new facility be constructed to house an office and break room building. The #2 alternate location for this facility is on the fence line west of the new pump equipment. This will give us access to the wash rack by entering the new facility.

This facility will provide improved working environment for all mission requirements now and into the future.

A handwritten signature in black ink, appearing to read "Alan K. Campbell".

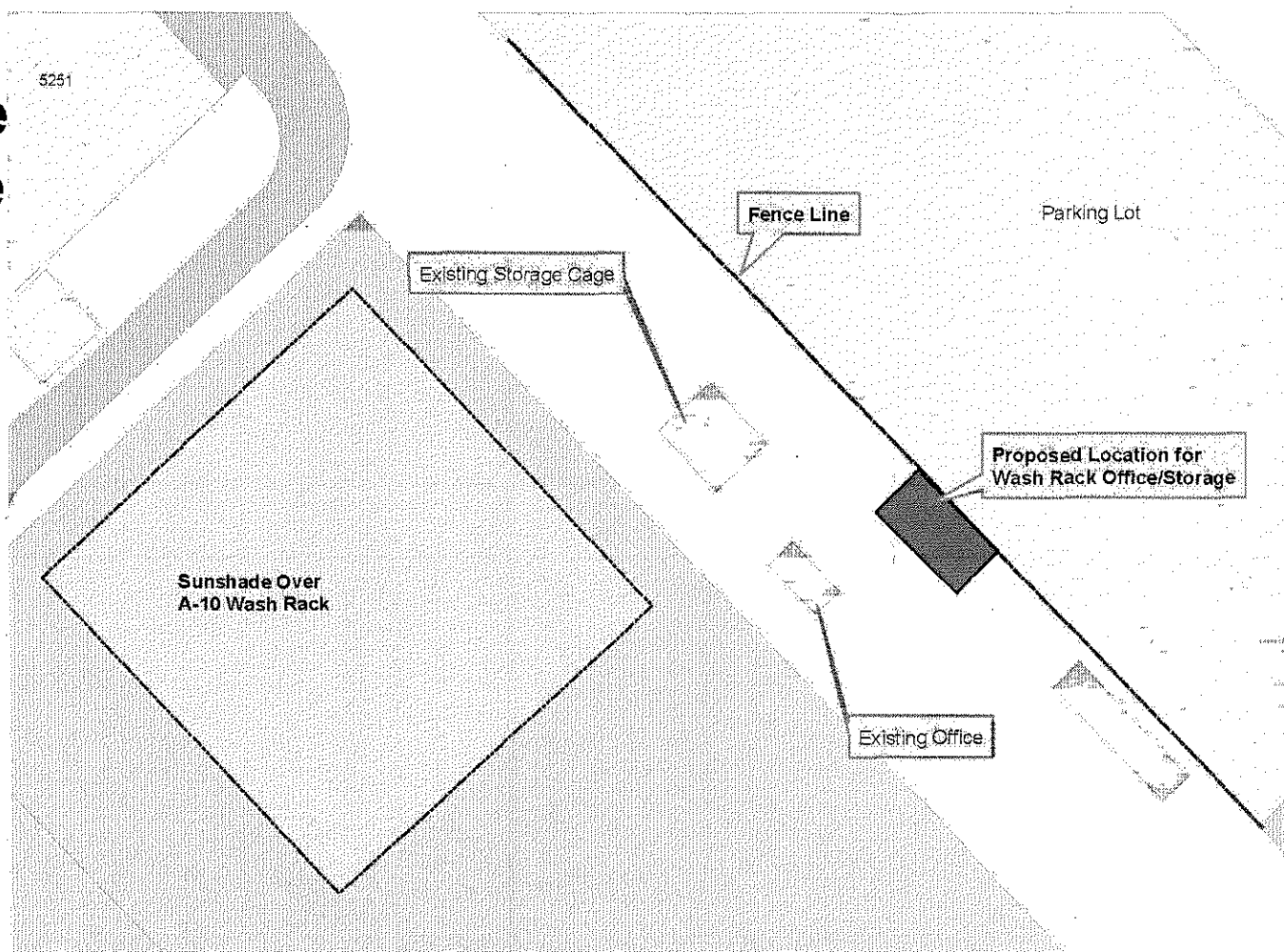
ALAN K. CAMPBELL, MSgt, USAF  
355 EMS Programs Flight Chief



# ***Wash Rack Office/Storage***



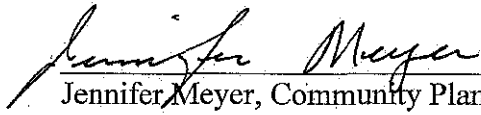
**Issues: 18' x 30'**  
**Precast concrete building will replace both the existing storage cage and office with one integrated building.**  
**Building can be in line with security fence to provide secure access point.**





**Siting Approved:**

The attached siting was approved for the consolidated wash rack office/storage.

  
Jennifer Meyer, Community Planner

23 NOV 2004  
Date

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## INTERDISCIPLINARY TEAM

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